GREEN BAY
LEGEND

Airports having Control Tower are shown in Blue. See Chart Supplement Aeronautical Information Publication (Airport/Facility Directory) for details including airport lighting, navigation aids, and services. For additional facility information refer to the Chart User's Guide.

AIRPORTS

- Other than heliport or seaplane base
- Heliport
- Seaplane Base
- Hard-surfaced runway 1500 ft. to 8069 ft. in length
- Hard-surfaced runway greater than 8069 ft. in length
- Hard-surfaced runway less than 8069 ft.
- Rotating beacon
- Lighted airport
- Lighted heliport
- Lighted seaplane base

Obstructions and navigational aids may not be depicted at airports without operating control towers.

AIRPORT DATA

Blue Multiple-Path Broadband Aeronautical Multilateration System (BAMS) Airport Surface Detection Equipment (ASDE) Airport Surface Detection Equipment, Model X (ASDE-X) Airport Surface Detection Equipment, Model 3 (ASDE-3) Airport Surface Detection Equipment, Model 3 Enhanced (ASDE-3E) Airport Surface Detection Equipment, Model 3 Enhanced Multilateration (ASDE-3EM) Airport Surface Detection Equipment, Model 3 Multilateration (ASDE-3M) Airport Surface Detection Equipment, Model 3 Multilateration Enhanced (ASDE-3EM) Airport Surface Detection Equipment, Model 3 Multilateration Enhanced (ASDE-3EM) Airport Surface Detection Equipment, Model 3 Multilateration Enhanced (ASDE-3EM)

ADDITIONAL AIRPORT INFORMATION

Airport Beacon (Green and White) Airport Beacon (Green and White) Airport Beacon (Green and White) Airport Beacon (Green and White)

Obstructions and navigational aids may not be depicted at airports without operating control towers.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled airports are shown on sectional charts. Class B airspace is shown in blue. All tints are blue.

- Class B Airspace
- Class C Airspace Block 1
- Class C Airspace
- Ceiling of Class B Airspace in hundreds of feet MSL. Where a ceiling is shown as a fraction, the numerator is the ceiling in hundreds of feet MSL and the denominator is the floor in hundreds of feet MSL.
- Class D (SFC) Airspace
- Class D Airspace with floor 700 ft. above surface
- Class D Airspace with floor 1200 ft. or greater above surface (Class E Airspace above)
- Class E Airspace (SFC) Surface Area Airspace
- Class E Airspace with floor 700 ft. above surface

Class D Airspace is normally effective from sunrise to sunset unless otherwise designated as other times.

Class E Airspace has effective Radio Controlled Airspace Times. Refer to Chart Supplement and NOTAMs.

Prohibited, Restricted, Warning, Alert, and MOA Areas

Military Airports

Alert Area and MOA

Glider Operations

Parachute Jumping Area

VFR Waypoints (Charted VFR Waypoints are not to be used for navigation.)

Aeronautical Light Beacon

Obstruction Lighting Key

Tethered Balloon Site (TBS)

MTR - Military Training Routes

AIRSPACE

Class B Airspace

Class C Airspace

Class D Airspace

Class E Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface (Class E Airspace above Class D Airspace)

Class E Airspace (SFC) Surface Area Airspace

Class E Airspace with floor 700 ft. above surface

Class B Airspace is normally effective from sunrise to sunset unless otherwise designated as other times.

Class E Airspace has effective Radio Controlled Airspace Times. Refer to Chart Supplement and NOTAMs.

Prohibited, Restricted, Warning, Alert, and MOA Areas

Military Airports

Alert Area and MOA

Glider Operations

Parachute Jumping Area

VFR Waypoints (Charted VFR Waypoints are not to be used for navigation.)

Aeronautical Light Beacon

Obstruction Lighting Key

Tethered Balloon Site (TBS)

MTR - Military Training Routes

COMMUNICATION BOXES

Name of Tower or Airport Flight Service Station (FSS) that provides service. Where two or more FSSs provide service, the primary FSS is listed first. Where a single FSS provides service to multiple airports, all three frequencies are shown. Center FSSs provide Airport Advisory service to Uncontrolled airports.

Name of Tower or Airport Flight Service Station (FSS) that provides service. Where two or more FSSs provide service, the primary FSS is listed first. Where a single FSS provides service to multiple airports, all three frequencies are shown. Center FSSs provide Airport Advisory service to Uncontrolled airports.

RADIO AIDS TO NAVIGATION

- VHF Omni-Range (VOR)
- VORTAC
- VOR-DME
- Other facilities, e.g. FSS Outlet, etc.
- Non-Directional Radiobeacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft. and above
- 1000 ft. and above
- Obstruction with high intensity white obstruction lights
- Obstruction with medium intensity white obstruction lights
- Group obstruction or obstructions in close proximity
- Obstruction with high intensity white obstruction lights
- Obstruction with medium intensity white obstruction lights
- Group obstruction or obstructions in close proximity

NOTE: Obstruction information is not necessarily complete.

TOPOGRAPHIC INFORMATION

- Shoals & Intermittent Streams
- Railroad
- Power Transmission Line
- Aerial Cable
- Landmark Feature—stadium, silo, radio tower, etc.
- Section Corner
- Landmark Tower
- Landmark Tower with Obstruction Lights
- Coast Guard Station
- Race Track
- Oil Well or gas station shown as filled circle
- Mine or Quarry
- Tank or Storage Tank
- Windmill (Abandoned or Fixed) (Pass symbol does not indicate a passable road. Use caution when operating in the vicinity of windmills. Windmills may be hazardous to aircraft flying in marginal VFR weather conditions.)

MISCELLANEOUS

- Magnetic Low (MAG VALUE)
- Intersection
- Radio Fix
- Mining Area
- Lights
- Mine Dump
- Other Diversions
- Parachute Jumping Area
- VFR Waypoints (Charted VFR Waypoints are not to be used for navigation.)
- Aeronautical Light Beacon
- Tethered Balloon Site (TBS)
- Bridge and Viaduct

GREEN BAY
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 41° 28' and 44°46'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

80TH EDITION EFFECTIVE 0901Z 3 JUN 2010
TO 0901Z 16 DEC 2010

Includes airspace amendments effective 5 JUN 2011
Includes aeronautical data effective 3 FEB 2011

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the AIRPORT/FACILITY DIRECTORY. Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) publications for temporary or permanent changes for the latest changes.

PUBLISHED IN ACCORDANCE WITH AGREEMENT OF CARTOGRAPHIC COMMITTEE
FEDERAL AVIATION ADMINISTRATION, AUTHORIZED BY
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 2301 feet MSL (2301') 44°12'N / 89°42'W

Sum elevation 4814
Approximate elevation 3000
Doubtful locations are indicated by omission of the point location (dot or "x")

MILITARY TRAINING ROUTES (MTRs)

IR (R and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are charted. Refer to the Chart Supplement for details.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FAA Flight Service Station for current status of MTRs within 100 miles of your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin or the Airport/Facility Directory.

Each aircraft flying in Visual Flight Rules (VFR) Military Training Routes North and South identical for numeric routes.

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
METERS (Thousands) 0 1 2 3 4 5 6 7

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DTI-MFC 10154

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately 60 NAUTICAL MILES between the north and south sides of each sectional/VFR chart. To plot a course line from one side to the other, this user must first locate one pair of corresponding latitude tick marks, one plan on each side of the chart and follow the steps below:

STEP 1 - Using a straight edge, draw a line between each pair of corresponding latitude tick marks. Extend the line from the left edge to the right of where your plot line crosses. (Figure 1)

STEP 2 - Locate your departure point and your destination point closest to the edge of the chart. On that side, line up a blank piece of paper with the edge of the chart and mark your points directly on the chart, not extending beyond its edge. (Figure 2)

STEP 3 - Connect your points and extend them to the edge of the paper. Make that a solid edge of the paper aligns with the appropriate latitude tick marks. Label LINE A and LINE B at edge of the paper where it meets that line. (Figure 3)

STEP 4 - Without moving the paper, on the same edge as MARK A, construct a short line on the chart perpendicular to LINE A. Label this line MATCH LINE cut to the edge of the chart. Make that label. (Figure 4)

STEP 5 - Turn the chart over and transfer the end of LINE A, the other dots, and extend it straight to the MATCH LINE. (Figure 5)

STEP 6 - Align the edge of the paper labeled A on it and align the line segment on edge of MARK A and the MATCH LINE and slide edge with LINE B with the other MARK A. Extend a line through from MARK A to the departure or destination point (POINT B).

Where the extended line crosses the MATCH LINE make a MARK C. Extend a line straight from that mark to the edge of the chart and transfer MARK C to that side and extend it to the MATCH LINE. Put a line from MARK C to the destination. (Figure 6)

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE, FISH AND WILDLIFE SERVICE AND U.S. FOREST SERVICE ADMINISTERED AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) aircraft forced to land due to weather, mechanical, or other emergency; 2) aircraft engaged in official landing area; or 3) an approved official business of the Federal Government.

Flight operations, including takeoffs and landings, are prohibited above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. Unless otherwise authorized, aircraft may not be operated closer than 2,000 feet horizontally from the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the operation is conducted in accordance with a waiver.

Federal regulations also prohibit airdrops by parachute or other means of cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of persons or property; 2) operations conducted in accordance with a permit, lease, or contract issued by the agency; or 3) delivery of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

CONTROL TOWER FREQUENCIES ON GREEN BAY SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the blue (120 MHz) or white (122.8 MHz) letter "C" followed by the primary VHF tower control frequency (tcp). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF ground-to-ground frequencies are listed. The primary VHF and UHF ground-to-air frequencies are listed. Refer to the Chart User's Guide and to Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground-to-air frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary-airport VHF/UHF frequencies. ATIS frequencies are listed in the table below if they are not shown on the face of the chart. Where two ATIS frequencies are published, AAS and/or VHF indicate those frequencies' approach condition.

CONTROL TOWER	OPERATING HOURS	TWR FREQ	GND/ CON	ATIS	CLEARANCE DELIVERY
AUSTIN STRAUBEL INTL	0600-2200	118.3 257.8	121.9	124.1	121.9
CENTRAL WISCONSIN	0600-2200	119.05 396.7	121.8 396.7	127.45	
DULUTH INTL	0700-2300 (0600-0300)	118.3 257.8	121.9	124.1	121.9
GREEN BAY AUSTIN STRAUBEL INTERNATIONAL	0600-2200	118.3 257.8	121.9	124.1 (257.8)	ASR
DEPERE OPT	OPERATIONAL	122.7 257.8	122.7 396.7	(124.1 257.8)	ASR
MILWAUKEE-MITCHELL INTL	0600-2200	119.9	121.7	127.15	
OSHKOSH WILLIAM P. HART	0600-2200	118.6	121.9	120.2	
WAUSAU AWOS	0600-2200	118.6	121.9	120.2	
TRUNDLE AFC	0600-2200	118.6	121.9	120.2	

CLASS B, CLASS C, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
GREEN BAY CLASS C	120.1 (ARR) 269.4 (DEP) 269.4 (APP/DEPARTURE CON)	APP/DEPARTURE CON
GREEN BAY RADAR	118.9 (BA)	APP/DEPARTURE CON

*24 hr/radar service may be provided.

SPECIAL USE AIRSPACE ON GREEN BAY SECTIONAL AERONAUTICAL CHART

Unless otherwise noted altitudes are MSL and are shown as Flight Level (FL) or as a fraction (e.g. 10/FL180).

ALL = Aircraft

ACFT = Aircraft

Contact nearest FSS for information.

Other than by NOTAM, activation may be by Notice to Airmen (NOTAM) or other means. Use of the term is all inclusive. Refer to appropriate FAA publication for specific times.

U.S. PROHIBITED, RESTRICTED, WARNING, ALERT, MOA, MILITARY OPERATIONS AREA

NUMBER	ALTITUDES	TYPE OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
P-204	10,000	CONTINUOUS	NO ACT	
P-205	10,000	CONTINUOUS	NO ACT	
P-206	10,000	CONTINUOUS	NO ACT	
R-4301 A	10-29,000	0800-1400 SUN-SAT	MINNEAPOLIS CNTR	134.4 (364.6)
R-4301 B	10-29,000	BY NOTAM 24 HR IN ADVANCE	MINNEAPOLIS CNTR	134.4 (364.6)
R-4305	10-18,000	BY NOTAM 24 HR IN ADVANCE (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	134.4 (364.6)
R-4302	10 ft.-40	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	127.2 (33.00 374.)
R-4301 A	10-29,000	CONTINUOUS (1 HR) 30 MIN PRIOR NOTAM 0800-1400 SUN-SAT	MINNEAPOLIS CNTR	134.4 (364.6)
R-4301 B	10-29,000	CONTINUOUS (1 HR) 30 MIN PRIOR NOTAM 0800-1400 SUN-SAT	MINNEAPOLIS CNTR	134.4 (364.6)
R-4301 A	10-29,000	0800-1400 SUN-SAT	MINNEAPOLIS CNTR	134.4 (364.6)
R-4301 B	10-29,000	BY NOTAM 24 HR IN ADVANCE	MINNEAPOLIS CNTR	134.4 (364.6)
R-4302	10 ft.-40	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	134.4 (364.6)
R-4303 A	10 ft.-18,000	0800-1400 SUN-SAT	MINNEAPOLIS CNTR	134.4 127.2

MOA NAME	ALTITUDES*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
BIG BEAR	400 AGL-FL 400	0800-2400	MINNEAPOLIS CNTR	134.4 (364.6)
FALLS 1	500 AGL-FL 400	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	134.4 (364.6)
FALLS 2	10,000	INTERMITTENT BY NOTAM (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	134.4 (364.6)
ONTONAGON	10,000	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	134.4 (364.6)
SNOOPY WEST	8000	BY NOTAM 24 HR IN ADVANCE (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	127.2 (91.45)
SNOOPY EAST	8000	BY NOTAM 24 HR IN ADVANCE (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	127.2 (91.45)
VOLK WEST	8000	INTERMITTENT BY NOTAM (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	134.4 377.7
VOLK SOUTH	500 AGL-FL 400	INTERMITTENT BY NOTAM	MINNEAPOLIS CNTR	134.4 364.6
VOLK EAST	500 AGL-FL 400	INTERMITTENT BY NOTAM (0700-2300 SUN-SAT)	MINNEAPOLIS CNTR	134.4 377.7 (364.6)

*Altitudes indicate floor of MOA. All MOAs extend from the surface to 500 AGL (or MSL) unless otherwise indicated in subsidiary or as floor is the floor by NOTAM.

REGULATIONS REGARDING PROHIBITED AIRSPACE OVER THE PRESIDENT'S VACATION RESIDENCE IN MICHIGAN

Public Law 93-346 implemented airspace restrictions established by Executive Order 11959 that prohibit flights over the Boundary Waters Canoe Wilderness Area, Voyageurs National Park, Isle Royale National Park, and the Sylvania Wilderness Area. In accordance with Executive Order 11959, no person may operate an aircraft below 4,000 feet MSL within the designated areas, except when necessary for:

(1) Takeoff or landing at an airport;
(2) Navigating when the lowest flight is necessary for safety;
(3) Flights over the waters of Lake Superior by official business of the United States, the State of Minnesota, or of Cook, St. Louis, or Lake County, Minnesota; or
(4) Conducting rescue operations.

Flight Following Services are available on request and highly recommended to and around Class B, C, and TRSA areas.

CAUTION: Severe turbulence may occur over rugged terrain, fire data.

AIRSPACE CLASSIFICATION (SEE CANADA FLIGHT SUPPLEMENT) AND OPERATIONAL REQUIREMENTS DIFFER BETWEEN CANADA AND UNITED STATES PLANNING (VFR) MAY DIFFER BETWEEN CANADA AND UNITED STATES

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES - All aircraft operating in the U.S. national airspace, if airborne, will monitor or have a listening watch on guard frequencies 121.5 or VHF 243.0. It is incumbent upon pilots to be familiar with the procedures contained in the Aeronautical Information Manual. "Alert" number 3 is the intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and there are dispersed in the area or that aircraft, aviators will be directed to contact the ARTCC on a discrete frequency. Pilots are directed to set VHF transit 121.5 or UHF 243.0 and follow the instruction visual ATCO signals. We advised that non-compliance may result in the use of force.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all airports, navigational and telecommunication lines, terrain or obstacles which may be encountered below maximum and safe altitudes.

ATTENTION! AVIATORS

THIS CHART CONTAINS NONREGULATORY SPECIAL USE AIRSPACE (SUA) INFORMATION. The Nonregulatory Structural Airspace Hazard (NSAH) is superimpose bounded by linked lines of latitude and longitude and represented in THOUSANDS and HUNDREDS of feet above mean sea level (MSL). Example: 125 indicates the airspace extending from the ground (surface) to, but not including, 12,500 feet MSL.

Examples: 12,500 feet 125

Features normally used as checkpoints for controlling VFR traffic are emphasized on this edition of charts as they may be readily identified.

Example: ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

NOTE: REFER TO CURRENT CANADIAN CHARTS AND FLIGHT INFORMATION PUBLICATIONS CONCERNING FLYING WITHIN CANADIAN AIRSPACE

Class G airspace within the United States extends up to 14,500 feet MSL, or one above the altitude of airspace in within Class A airspace overlying the airspace less than 1500 feet above the terrain and certain special use airspace areas.

FOR PROCUREMENT CONTACT:
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or any authorized FAA Chart Agent

AERONAUTICAL CHART ERRORS
You are requested to inform us of chart errors and/or additions that come to your attention. Please write to: Aeronautical Publications, National Aeronautical Navigation Services, AJW-B2, Aeronautical Publications, 1305EE Directorate Road, 10201 Good Luck Road, Glenn Dale, MD 20769-9001

GREEN BAY